

Gaining in Popularity
PRINZ LUDWIG
LIGHT PILSENER BEER
OF EXCELLENT QUALITY.
For Case of 6 Dozen Pints
\$16.00.
SOLE AGENTS:
H. Price & Co.,
458, 12, Queen's Road.

The China Mail.

ESTABLISHED 1845.

DISTILLERS CO., LTD.,
EDINBURGH,
OLD TOM
AND
D. C. L.
DRY GINS
Per Dozen \$8.50.
SOLE AGENTS:
H. Price & Co.,
458, 12, Queen's Road.

No. 13,195

號七十月七年五零百九千一英

HONGKONG, MONDAY, JULY 17, 1905.

日五十月七年巳乙

PRICE, \$3.00 Per Month.

INSTITUTE OF HYGIENE CERTIFICATE.

THIS is to Certify that the LAGER BEER of Messrs JOHN JEFFREY & CO. of Edinburgh has been passed by the Examining Board of the Institute of Hygiene as fulfilling the Standard of Purity and Quality required by them.

Issued this Second day of January, 1905.

PRICE:
\$16.50 PER CASE OF 7 DOZ.
PINTS.

MACWEN, FRICKEL & CO.,
SOLE AGENTS.
Hong Kong, July 4, 1905.

Intimations.

NOTICE.
We have this day established ourselves at No. 15, QUEEN'S ROAD CENTRAL, as GENERAL MERCHANTS and COMMISSION AGENTS under the Style of CRUZ, BASTO & CO.
A. M. DA CRUZ,
M. P. BASTO.
Hong Kong, July 12, 1905.

NOTICE.
THE Authority given by us to Mr. A. M. DA CRUZ to sign the name of our Firm per procuration has been WITHDRAWN.

BARRETTO & CO.
Hong Kong, July 12, 1905.

NOTICE.
HONGKONG AND WHAMPOA DOCK CO., LTD.

MR. WILLIAM WILSON has this day assumed charge of the Company as ACTING CHIEF MANAGER during the absence on leave of Mr. W. B. DIXON, or until further notice.

By Order of the Board of Directors,
C. P. CHATER,
Chairman.
Hong Kong, July 12, 1905.

WANTED.
A COMPRADORE by a European Firm doing Piece Goods and General Business. Must furnish Security for \$50,000.

Apply
R. S. T.
Care of 'CHINA MAIL' OFFICE.
Hong Kong, July 5, 1905.

ROYAL HAIRDRESSING SALOON.

No. 14, BEACONSFIELD ARCADE.
WE beg to notify the Public generally of Hong Kong that we have just OPENED a First-class Hairdressing Hall at the above address. We make Cleanliness a Specialty.

VICENTE BARENILLA, Proprietor.
Hong Kong, April 10, 1905.

ROYAL TOBACCO FACTORY.

9, BEACONSFIELD ARCADE.
HAVE always a FRESH SUPPLY of TURKISH TOBACCO. Our EGYPTIAN CIGARETTES are Fresh, as we make them every day. We can recommend them as First-class Smokes. We receive our Tobacco Fresh from Egypt by every mail. A Trial Order will satisfy the most sceptical. We defy competition.

T. E. P. SPYROPOULOS, Proprietor.
Hong Kong, February 15, 1905.

SELECT BOARD & RESIDENCE AT 'BRAESIDE'.

A LARGE and COMMODIOUS RESIDENCE standing in the open grounds, with a Tennis Court, Good Dining and Reception Rooms, Large, Airy and nicely furnished Bedrooms, every home comfort. Fine view of the Harbour. Terms Moderate. Apply to

Mrs F. W. WATTS,
BRAESIDE, 20, MACDONNELL ROAD,
(Late of 'TANG YUEN').
Hong Kong, June 19, 1905.

THE POPULAR SCOTCH IS 'BLACK & WHITE'

JAMES BUCHANAN & CO.
WHISKY DISTILLERS
By Appointment to
H. M. THE KING
and
HER MAJESTY THE PRINCE OF WALES

Supplied at all the Leading Clubs and Hotels, and to be obtained from **LANE CRAWFORD & Co.,** Queen's Road Central.

W. H. TRENHARD DAVIS,
Branch Manager & Underwriter.
Hong Kong, June 9, 1905.

REWARD OF \$5,000.

OFFERED by the Undersigned for the Arrest and Conviction of any person or persons who are in the habit of Smuggling large Quantities of Opium into this Colony.

CHIN JOO HENG CO.,
OPIMUM FARMER.
Hong Kong, June 19, 1905.

D. MAHER.

77, WYNDHAM ST., HONGKONG.
ALL Kinds of SEWING MACHINES BOUGHT, SOLD or EXCHANGED. Repairs executed, expert advice given on all Classes of Sewing Machines.

Orders by Post Receive Prompt Attention.
Hong Kong, July 5, 1905.

COMMERCIAL UNION ASSURANCE CO., LTD.

ASSETS EXCEED \$70,000,000.
FIRE, MARINE, TYPHOON, ACCIDENT, PLATE GLASS INSURANCE and FIDELITY Guarantee Policies issued at Lowest Current Rates.

W. H. TRENHARD DAVIS,
Branch Manager & Underwriter.
Hong Kong, June 9, 1905.

Business Notices.

W. S. BAILEY & CO.

SOLE AGENTS FOR
THE PULSOMETER ENGINEERING CO., LD.

STEAM PUMPS OF EVERY DESCRIPTION.

HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION COMPANY, LTD.

Hongkong-Canton Line.

s.s. HONAM, 2,363 tons, Captain H. D. Jones.
s.s. FOYAN, 2,358 tons, Captain G. F. Morrison, R.N.R.
s.s. FATSHAN, 2,420 tons, Captain R. D. Thomas.
s.s. HANKOW, 2,073 tons, Captain C. V. Lloyd.
s.s. KINSHAN, 1,992 tons, Captain J. J. Lonsdale.

Departures from Hongkong to Canton daily at 8.30 a.m. (Sunday Excepted), 9 p.m. and 10.30 p.m. (Saturday Excepted).

Departures from Canton to Hongkong daily at 8.30 a.m., 3 p.m. and 6 p.m. (Sunday excepted).

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

Hongkong-Macao Line.

s.s. HEUNGSHAN, 1,998 tons, Captain W. E. Clarke.
Departures from Hongkong to Macao on week days about 2 p.m. (See Special Summer Time Table).

Departures on Sundays at Noon. Departures from Macao to Hongkong daily at 8 a.m.

Canton-Macao Line.

s.s. LUNGSHAN, 219 tons, Captain T. Hamlin.
This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at 8.30 a.m.; and leaves Macao for Canton every Monday, Wednesday and Friday at 8 a.m.

JOINT SERVICE OF THE H.K. & C. AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

Canton-Wuchow Line.

s.s. SAINAM, 588 tons, Captain W. A. Valentine.
s.s. NANNING, 589 tons, Captain O. Butchart.

One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at about 8 a.m., and the other leaves Wuchow for Canton on the same days at 8.30 a.m. Round trips take about five days. These vessels have Superior Cabin Accommodation and are lighted throughout by electricity.

Further particulars may be obtained at the Office of the:
HONGKONG, CANTON & MACAO STEAMBOAT CO., LD.
18 Bank Buildings, Queen's Road Central, opposite the Hongkong Hotel.

Or of BUTTERFIELD AND SWIRE,
Agents, **CHINA NAVIGATION CO., LTD.**

HOTEL BALTIMORE (LATE HOTEL AMERICA)

2, WYNDHAM STREET.
A FIRST-CLASS HOTEL under European Management. NICELY FURNISHED. AIRY ROOMS. EVERY COMFORT FOR RESIDENTS AND TOURISTS. EXCELLENT CUISINE. Three minutes' walk from the Ferry Wharf.

TERMS REASONABLE. Apply to THE MANAGER.
Hong Kong, June 21, 1905.

PELHAM HOUSE.

PRIVATE HOTEL, CENTRALLY SITUATED. THREE MINUTES' WALK FROM POST OFFICE. SPECIAL TERMS FOR MONTHLY BOARDERS.

RATES MODERATE.
20, WYNDHAM STREET.
Hong Kong, September 6, 1904.

STAG HOTEL.

149, QUEEN'S ROAD CENTRAL.
A FIRST CLASS HOTEL, MOST CENTRALLY SITUATED; WELL FURNISHED AND AIRY BEDROOMS.

Monthly Boarders accommodated on very Moderate Terms. For Particulars, apply to THE MANAGER.
Hong Kong, November 3, 1904.

N. LAZARUS, OPTICIAN.

10, D'AGUILAR STREET, HONGKONG.
SIGHT TESTED FREE. LENSES GRIND ON THE PREMISES.
A. S. TUXFORD, Manager.
Hong Kong, October 1, 1904.

CARLTON HOUSE HOTELS.

No. 8 and 10, Ice House Road.
EXCELLENT FURNISHED ROOMS. COMFORT OF RESIDENTS AND THE CUISINE A SPECIALTY.

FOR TERMS, APPLY TO THE MANAGER.
Hong Kong, April 18, 1905.

CHIEE WING & CO. 教

24 & 26, LEE YUEN STREET (WEST) HONGKONG.

DEALERS IN
All Sorts of COPPER, BRASS, STEEL

IRON WARE, & STEEL GIRDES AND TEES.

CORRUGATED IRON, PIG IRON, &c., Suitable for SHIPS, ENGINEERS AND HOUSE BUILDERS.
Hong Kong, May 29, 1900.

MEE CHEUNG, HIGH-CLASS PHOTOGRAPHER.

Developing and Printing for Amateur. ENLARGEMENTS A SPECIAL FEATURE.
BRANCH HONGKONG HOTEL CORRIDOR.
1607

Business Notices.

BELL'S ASBESTOS EASTERN AGENCY, LIMITED

(SOLE AGENTS FOR BELL'S ASBESTOS CO., LTD., LONDON).

BELL'S ASBESTOS

THE MOST RELIABLE PACKING FOR MARINE ENGINES.

BEWARE OF IMITATIONS. SOLE MANUFACTURERS:
BELL'S ASBESTOS CO., LD., LONDON.

LARGE STOCK OF PACKINGS, JOINTINGS, &c., ALWAYS IN HAND.
OFFICE: 8, DES VŒUX ROAD.

LANE, CRAWFORD & Co.

REMOVAL SALE.

COMMENCING ON 1st AUGUST NEXT.

LANE, CRAWFORD & Co. WILL OFFER FOR ONE MONTH ONLY THE WHOLE OF THEIR STOCK-IN-TRADE OF:-

GENTLEMEN'S OUTFITTING GOODS

COMPRISING:-
Hats, Boots, Shirts, Ties, Trunks, &c., &c., &c.

ELECTRO-PLATED WARE OF EVERY DESCRIPTION.

CHINA and GLASSWARE, TOILET SETS, DINNER SETS, DESSERT SETS, CUTLERY, LAMPS, FENDERS and BRASSES.

HOUSEHOLD and COOKING UTENSILS, ENAMELLED WARE and GENERAL HARDWARE.

BRASS and IRON BEDSTEADS, SPRING MATTRESSES and BEDDING OF EVERY DESCRIPTION, CARPETS, RUGS, CURTAINS, CRETONES, TABLE COVERS, HOUSEHOLD LINEN and NAPEY, TOWELS, &c., &c., &c.

PIANOS and MUSICAL INSTRUMENTS.

THE WHOLE OF THE ABOVE WILL BE OFFERED AT A REDUCTION OF 20 PER CENT FROM THE USUAL PRICES FOR CASH ONLY.

LANE, CRAWFORD & Co.

The Peak Hotel.

ADAMANTLY SITUATED AT VICTORIA GAP. Adjoining the Tramway, Terraces, 1,400 feet above Sea Level. PEN to the South Winds in Summer and protected from the North-East Winds in Winter. Commanding a magnificent view of Hong Kong, the Harbour and adjacent islands for forty miles.

A FIRST-CLASS FAMILY, RESIDENTIAL AND TOURIST'S HOTEL. TERMS:-From 12s. per day. TOWN OFFICE:-3, DUNDRELL STREET.
Hong Kong, March 27, 1905. CABLE ADDRESS: 'PEACEFUL.'

D. NOMA, TATTOOER.

60, QUEEN'S ROAD CENTRAL.
THE Public are informed that my Parlours are open from 9 a.m. till 5 p.m. My 32 years' experience in tattooing is a guarantee of good work and prompt execution. My Colours are absolutely fast and perfectly harmless, and produce a charming effect not attained by any other, as their composition is only known to me. - H. R. H. The Duke of York, and H. I. H. The Emperor of Russia, both honoured me with their patronage; besides many others of High Rank. Prices Moderate and satisfaction guaranteed as attested by 3709 Recommendations which I have received from all Sources.
Hong Kong, August 2, 1904.

GREGOR & CO.,

34, QUEEN'S ROAD CENTRAL, 1ST FLOOR.

ITALIAN VERMOUTH

FROM
FILL CORA, TURIN, ITALY.

BEWARE OF OTHER ITALIAN VERMOUTHS
SOLD IN THE COLONY
AND MADE IN FRANCE.
Hong Kong, July 17, 1905.

Business Notices.

GREEN ISLAND CEMENT CO., LD.

PORTLAND CEMENT

Casks of 375 lbs. net, \$4.50 per Cask, ex Factory.

\$2.70 per Bag, 250 lbs. net, ex Factory.

Shewan, Tomes & Co.,

GENERAL MANAGERS.
Hong Kong, March 7, 1905.

FAIRALL & CO.

SEASON'S NOVELTIES

IN ALL DEPARTMENTS.
NEW CONSIGNMENT OF

CHILDREN'S SHOES & SANDALS.

DRESSMAKING A SPECIALITY.
22, QUEEN'S ROAD, OPPOSITE HONGKONG HOTEL.
Hong Kong, May 20, 1905.

HONGKONG HOTEL.

UNRIVALLED FOR COMFORT AND CUISINE.
THOROUGHLY UP-TO-DATE WITH EVERY MODERN LUXURY.

MODERATE TERMS AND NO EXTRAS.
A. F. DAVIES, Acting Manager.

THE CONNAUGHT HOTEL.

QUEEN'S ROAD CENTRAL.
A FIRST CLASS HOTEL, SITUATED NEAR THE BANK AND PRINCIPAL OFFICES. - EXCELLENT CUISINE AND WINES.

Large and lofty Rooms Elegantly Furnished. Hydraulic Elevator. Hot and Cold Water throughout. Special Rates for Tourists. Launch Services for Guests.

For Terms, apply THE MANAGER.

THOMAS' HOTEL.

REDUCED SUMMER RATES.
BOARD & LODGING BY THE DAY \$3.00 AND UPWARDS.
BOARD & LODGING BY THE MONTH \$60.00 AND UPWARDS.

All the Three Meals.....\$45.00 per month. Tiffin & Dinner.....\$65.00 per month.
Tiffin alone.....\$18.00 per month.

For further particulars, apply to THE MANAGER.
Hong Kong, July 15, 1905.

'NESTOR' SANITARY FLUID.

A CHEAP AND RELIABLE DISINFECTANT IN ONE GALLON AND FIVE GALLON TINS.

THE VICTORIA DISPENSARY,

Queen's Road Central, Hong Kong.

W. BREWER & CO.

23 and 25, QUEEN'S ROAD
LEADING BOOKS.

Collins' Graphic English Dictionary; Illustrated with Numerous Engravings, and 16 Full Page Coloured Plates \$3.00
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Gulliver's Travels 1.50
Aesop's Fables: Fully Illustrated 1.50
Grimm's Fairy Tales; Illustrated 1.50
Pearl's Cyclopaedia85
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Japan in Pictures, by Douglas Sladey 2.50
The Pocket Atlas of the World 1.50
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Brassie's Naval Annual, 1905 13.00
Pictures of the Year, 190550
Macao, by J. Dyer Ball 1.50
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New Book of Views of Hong Kong, Canton and Macao; 24 Views 1.00
A Set of Post Cards, 28 for 1.00

KUPPER'S PILSENER BEER.

The best PILSENER in the East; ask for Kupper, and see that you get it.

Caldbeck, Macgregor & Co.,
SOLE AGENTS
15, QUEEN'S ROAD CENTRAL;
Hong Kong, July 3, 1905.

Intimations.

G. FALCONER & Co.,
WATCH-MAKERS AND JEWELLERS.
NEW SELECTIONS OF
DIAMOND JEWELLERY AND ENGLISH SILVER WARE,
HIGH-CLASS GOLD AND SILVER WATCHES.
LARGE ASSORTMENT OF SPECTACLES.
FINCENES AND EYE PRESERVES.
G. FALCONER & Co. ARE AGENTS FOR ROSS'S FAMOUS TELESCOPES AND
BINGOLARS, LORD KELVIN'S NAUTICAL INSTRUMENTS,
ADMIRALTY CHARTS AND BOOKS.
EASTMAN'S KODAKS AND FILMS.
64, QUEEN'S ROAD.

M. MUMEYA,
JAPANESE ARTIST AND PHOTOGRAPHER.
ENLARGEMENTS ON BROMIDE PAPER
AND FINISHED IN CRAYON.
ALL KINDS OF WORK DONE FOR AMATEURS.
64, QUEEN'S ROAD CENTRAL.

JAPAN COALS.
MITSUI BUSSAN KAISHA
(MITSUI & CO.)
HEAD OFFICE: 1-1, SURUGA-CHO, TOKYO.
LONDON BRANCH: 24, LIME STREET, E.C.
HONGKONG BRANCH: PRINCE'S BUILDINGS, ICE HOUSE STREET, FIRST FLOOR.

OTHER BRANCHES:
New York, San Francisco, Hamburg, Bombay, Singapore, Sourabaya, Manila, Amoy,
Shanghai, Canton, Tientsin, Newchwang, Port Arthur, Seoul, Chemulpo, Yokohama,
Kobe, Osaka, Nagoya, Yokohama, Kure, Shimoda, Moji, Waka,
Tokushima, Nagasaki, Kuchino, Saigo, Matsuyama, Hakodate,
Kobe, Osaka, Nagasaki, Kuchino, Saigo, Matsuyama, Hakodate,
Tajima, etc.
Telegraphic Address: 'MITSUI' (A.B.C. and A 1 Codes.)
CONTRACTORS OF COAL to the Imperial Japanese Navy and Arsenal and the
State Railways; Principal Railway Companies and Industrial Works; Home and
Foreign Mail and Freight Steamers.
SOLE PROPRIETORS of the Famous Mitsui, Tanaka, Yamano, and Ida Coal Mines.
SOLE AGENTS for Hokoku, Hondo, Kanada, Fujiyama, Mamoda, Manago,
Onoda, Otsu, Sasahara, Tanaka, Yoshinaka, Yoshida, Tanokibara, and other
Coals.
S. MINAMI, Manager, Hongkong.
Hongkong, May 31, 1904.

UNTOUCHED BY HAND.
MELLIN'S FOOD
For INFANTS and INVALIDS.
MELLIN'S FOOD is free from Starch
When prepared is similar to Breast Milk.
MELLIN'S FOOD WORKS, PECKHAM, LONDON, ENGLAND.

OAKLEY'S WELLINGTON KNIFE POLISH
BEST FOR CLEANING AND POLISHING
CUTLERY - STAINLESS STEEL - PLATED METAL -
KNIFE BOARDS
PREVENT FRICTION IN CLEANING
INJURY TO THE VIVES
JOHN OAKLEY & SONS
BLACKHEAD MILLS LONDON
JOHN OAKLEY & SONS, LIMITED, "WELLINGTON" MILLS, LONDON.

DINNEFORD'S
The Universal Remedy for Acidity of the
Stomach, Headache, Heartburn, Indigestion,
Nausea, Eructations, Bilious Affections.

DINNEFORD'S MAGNESIA
Safest and most
Gentle Medicine for
Infants, Children,
Delicate Females,
and the
Sickness of Pregnancy.

Why not please yourself?
You undoubtedly will if you use

van Houten's Cocoa

It is as beneficial to health
as it is delightful to the taste.

"Pure and Unmixed."
"Yields a maximum proportion of the valuable food
constituents of the cocoa bean."—THE LANCET.
"Perfect in Flavour, Pure and well prepared."
—BRITISH MEDICAL JOURNAL.

Best & Goes Farthest.

Intimations.

MITSU BISHI CO.

COAL DEPARTMENT.

MARUNO-UCHI, TOKIO.

CABLE ADDRESS: 'IWASAKI'

which applies to all Branch Offices and
Hongkong and Shanghai Agencies.

AL. ABC 5th EDITION, WESTERN

UNION CODES USED.

ALL LETTERS ADDRESSED

MANAGER, MITSU BISHI CO., WITH

NAME OF PLACE UNDER.

BRANCH OFFICES.

NAGASAKI, MOJI, KOBE, KARATSU

AND HANKOW.

AGENCIES.

SHANGHAI: H. J. H. TRIPP.

HONGKONG: H. U. JEFFRIES.

YOKOHAMA: M. ASADA.

CHINKIANG: GEORGE & CO.

MANILA: MACDONALD & Co.

CONTRACTORS OF COAL to the Imperial Japanese Navy and Foreign Navies;
the Imperial Armies; the Imperial Railways;
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Intimations.

THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.

AN INTERIM DIVIDEND OF \$5.50

per Share for Six months ending

31st June, 1905, will be payable on the

27th instant, on which date DIVIDEND

WARRANTS will be issued on application

at the COMPANY'S OFFICE.

The TRANSFER BOOKS of the Company

will be CLOSED from the 20th to

27th instant both days inclusive.

By Order of the Board of Directors,

A. SHELTON HOOPER,

Secretary.

Hongkong, July 11, 1905. 1837

THE WEST POINT BUILDING COM-

PANY LTD.

AN INTERIM DIVIDEND OF One

Dollar and Seventy-five Cents per

Share for Six months ending 30th June,

1905, will be payable on the 27th instant,

on which date DIVIDEND WARRANTS

may be obtained on application at the

COMPANY'S OFFICE.

The TRANSFER BOOKS of the Company

will be CLOSED from the 20th to

27th instant both days inclusive.

By Order of the Board of Directors,

A. SHELTON HOOPER,

Secretary to the HONGKONG LAND INVEST-

MENT AND AGENCY CO., LTD.

General Agents for the West Point Build-

ing Co., Ltd.

Hongkong, July 11, 1905. 1338

NOTICE.

THE HONGKONG & CHINA GAS

COMPANY, LIMITED beg to notify

the Public that in addition to the recent

REDUCTION IN PRICE OF GAS TO

\$3.00 PER THOUSAND cubic feet, they

now offer the following FAVOURABLE

TERMS TO INTENDING CONSUMERS:

1.—SERVICES up to 50 feet in length

will be laid FREE.

2.—NO CHARGE will be made for

METER-FIXING.

THESE CONCESSIONS will only apply

to houses in which the work of fitting

internal pipes is carried out by the Gas

Company.

ESTIMATES for any kind of Gas-fittings

will be supplied WITHOUT COST to in-

teresting or existing customers.

THE COMPANY, whether for Heating,

Cooking, or Lighting, and INVITE IN-

SPECTION of their Stock at their NEW

SHOW ROOMS at WEST POINT.

GEORGE CURRY,

Local Secretary.

Hongkong, June 12, 1905. 1138

FOR CANTON.

THE new and fast Twin-Screw Steamer

'SAN CHEUNG'

561 Tons, Captain J. McGURRY, will leave

for Canton at 9 p.m. on SUNDAYS,

TUESDAYS and THURSDAYS and return

to Hongkong on the following days, leaving

Canton at 6 p.m. Excellent accommo-

dation, Electric Light, and perfect cuisine.

Wharf at Hongkong near Harbour Office.

First-class Fare, \$3 each way. Second-

class, \$1.00 each way. Meals, \$1 each.

Carriage Freight very moderate.

CHONG ON SEE & CO., LTD.,

No. 138, Connaught Road Central.

Hongkong, April 1, 1905. 700

STEAM-TO CANTON.

THE new Twin Screw Steel Steamer

'KING CHOW'

1,309 tons, Captain J. P. MARTIN.

1,233 tons, Captain H. W. WALKER.

Leave HONGKONG for CANTON at 9

Every Evening (Saturday excepted).

Leave CANTON for HONGKONG about

5.30 o'clock Every Evening (Sunday

excepted).

These fine new Steamers have unex-

cellent accommodation for First Class

Passengers and are lit throughout by

Electricity. Electric Fans in First-class

Cabins.

Passage Fare—Single Journey...\$4.00

Meals...\$1.00 each.

The Company's Wharf is a short distance

West of the Harbour Master's Office.

SHUN ON S.S. CO., LTD.

YUEN ON S.S. CO., LTD.,

No. 8, QUEEN'S ROAD WEST.

Hongkong, June 28, 1905.

HONGKONG-MACAO LINE.

S. S. 'WING CHAI.'

CAPTAIN T. AUSTIN, R.N.R.

THIS Steamer departs from Hongkong

on WEEK DAYS at 7.30 a.m., and

on SUNDAYS at 8.30 a.m. Departs from

MACAO on Week Days about 2.30 p.m., and

on Sundays at 5.30 p.m.

Fares—Week Days 1st Class, including

cabin and servant, Single \$3, Return

Ticket \$5. 2nd class \$1, 3rd class 50 Cents.

Every Sunday there will be an Excursion

at the following rates:—1st and 2nd Class

Single Ticket \$1, Return \$2, 3rd Class

Single 50 Cents, Return 60 Cents, Steerage

10 Cents.

Any Meals can be supplied on Board at

a charge of \$1.00 per Meal. On Sundays,

Passengers desiring to have a Private Cabin

which has accommodation for two or more

passengers, will be charged \$5 extra.

First-class Passengers who do not care to

return on the Excursion Sunday, will be

allowed to do so the following day (Mon-

day) on production of the Return Ticket.

Should the Steamer not run on the

Monday, owing to the Boiler Cleaning, due

notice will be given by the Captain, and the

old farmer would have made such a difference in a voyage like that—yet he did! He won all our hearts.

The little children on board were always running after Isaac, clamoring on his knees to listen while he told them stories in his quaint, slow fashion, stories of the fells, stories of the sheep, Bible stories, described in such homely language that the children hardly recognized them in their new garb, and listened as if to a fairy tale. We had the usual medley of people on board—men and women going out East, ready to throw off the restraints of the Old Country and live a free, careless, wild life, with none to hinder, young fellows being sent out by their people because they could do nothing with them at home.

But they each and all paid the old farmer homage. His quiet, gentle dignity won every heart. They would listen to Isaac Crosthwaite "preaching" where they would have turned in scorn from anyone they suspected of trying to "do them good." His fearless way of speaking against sin, his generous nature seemed to exercise a charm on the wildest. I have never been on a vessel where there was less gambling or drinking or scandal-talking. His was an influence beyond anything ever I could have dreamed, as I learned afterwards.

As we got nearer and nearer to Hongkong, I became still more anxious about the landlark. I wished I knew a little more about Jack Crosthwaite. I have seen so many young men rise suddenly from the East to a position, very different from the one they held at home, and it seemed to "go to their head." They would have done anything rather than acknowledge before their grand new friends that their fathers were men who earned their bread by their own honest toil. Would Jack be one of these?

Isaac, with his natural North-country reserve, said less and more he felt; but when the boat came in sight, like a child in his mother's arms, I could see the gleam in the old man's eyes and the tightly-clasped hands. How he searched the crowds waiting on the docks as the vessel glided into her resting place!

I gulped back a sob. There was no one waiting for me. Those who cared for my going and coming were all behind in the homeland. The gangways were thronged, people rushed down the companion ladder. A young man sprang up, and made his way through the crowds to the spot where Isaac stood, head and shoulders above all the rest.

"Father!"
"Aye, my lad, my lad!"
That was all I heard. Then I turned to the little Chinaman who was dining his piggin English into my ear. "Missus wanthe coollis cally boxes!"

I heard the rest of the story later on from Jack himself. He took his father over from the docks to the harbour. There he hired two rickshaws to take them through the city. But he had "reckoned" without his boat. Isaac stood as if his feet were rooted to the ground and gazed at the rickshaw with horror-stricken eyes.

"Wat! Me get into that great perambulator and be pulled along by a man, a living man! Aye Jack! Wat an awful idea. Nay, nay. I isn't sic a brute. I'll walk, lad, thanks!"

Jack looked helplessly at Isaac.
"But, father, you can't possibly walk in this broiling sun. It will simply kill you. These fellows have muscles of wrought iron; they won't feel your weight at all."

But Isaac looked at his son with solemn, reproachful eyes.
"No, thanks, my lad, I isn't coom to using my fellow-creatures like horses, ye!"

All Jack could do was to put up a large umbrella, and stand his father as best he could from the treacherous sun.
"This may be the death of him," he muttered as they made their way along the main street of Hongkong. It was a slow process; every few minutes Isaac stood still to gaze at the strange scene, the throngs of Chinese men, some in rich silk robes, some in scanty cotton garments, their pig-tails knotted up at the back of the head; little children with a distinctly small quantity of clothing on; small Japs with their bright good-natured smile; queer Koreans in their top-hats; tall, dignified Hindoo policemen in white uniform and bright red turbans, who looked at the world through tragically sad dark eyes. Isaac took in every detail, the great shops and fine office buildings, the rickshaws flashing along the road. All was hugely interesting to the old Cumberland farmer.

(To be continued.)

Dentistry.

THE AMERICAN SYSTEM OF DENTISTRY.

DR. M. H. CHAUN,
37, DES VŒUX ROAD CENTRAL, HONGKONG.
From the University of Pennsylvania,
U.S.A.
Hongkong, July 28, 1904. 1888

KWAN LEE SHEUNG, DENTIST.

(STUDENT OF DR. G. O. ROGERS),
TAI SAN STREET,
CANTON.
March 10, 1905 613

SIEN TING, Surgeon Dentist.

No. 14, D'ARVILLE STREET.
TERMS VERY MODERATE.
Consultation Free.
Hongkong, April 24, 1900. 628

DR. HARRY FONG, AMERICAN TRAINED DENTIST.

ELECTRO-AND-Lastest-Improved Appliances.
51, QUEEN'S ROAD CENTRAL.
Hongkong, July 28, 1904. 1879

CARMICHAEL AND CLARKE.

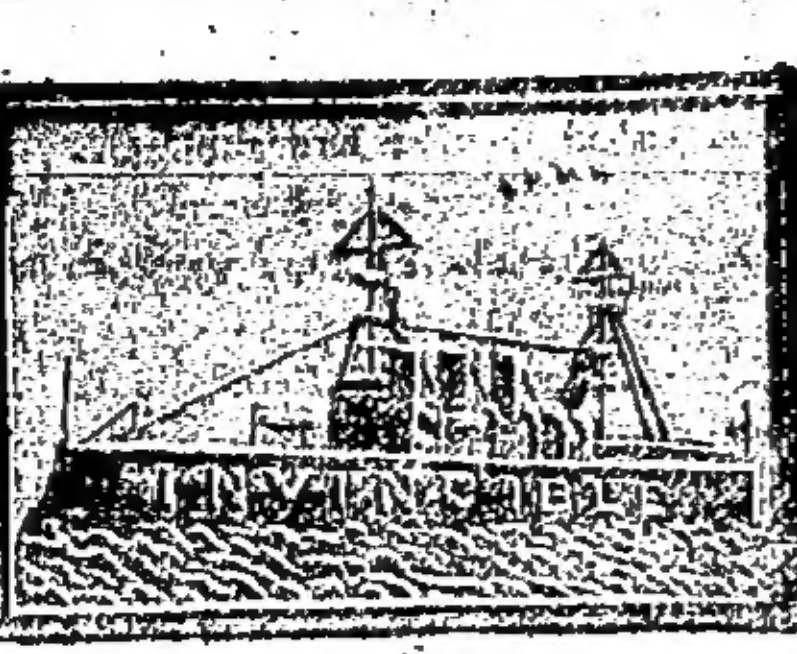
CONSULTING ENGINEERS AND SHIPBUILDERS.
SURVEYORS AND CONTRACTORS.
REPAIRS PROMPTLY ATTENDED TO.
TELEGRAMS: "CARMICHAEL," HONGKONG.
A. B. O. Code, 4th Edition.
Lieber's Standard Code.
TELEPHONE, 232.
Hongkong, March 14, 1903. 668

GEO. ANGUS & CO., LIMITED.

ST. JOHN'S WORKS, NEWCASTLE-ON-TYNE.

Oak Tanned Leather Belting,
Link Belting, Raw Hide Belting,
Raw Hide Gears, &c.

CANVAS HOSE, COTTON BELTING,
HAIR BELTING.
WORKS—BENTHAM, LANCASTER.



ADMIRALTY QUALITY INDIA RUBBER SHEET (Invincible Brand).

THE "RED ANGUS" SHEET.

All Genuine Goods stamped with
our Trade Mark.

Agencies in Colombo, Bombay,
Rangoon, Shanghai, &c.

THE OWL, GRILL & OYSTER ROOM.

COOKING done by a European Cook. ALL KINDS OF LIQUOR served with
Meals. Special Rates to Monthly Boarders.
No. 51, DES VŒUX ROAD CENTRAL.
Hongkong, March 14, 1905. 632

HOTEL METROPOLE.

THE FAVOURITE-AND POPULAR SUMMER RESORT.

UNDER ENTIRELY NEW MANAGEMENT.

SPLENDID ACCOMMODATION.—Only Leading Brands of Liquors kept.
Everything sold true to name and label. Draught Beer drawn from the Wood.
BILLIARDS AND OTHER SPORTS. PRIVATE DINNERS A SPECIALITY.
J. H. NEWBOLD, Proprietor.
Hongkong, April 1, 1905.

ESPECIAL OLD TOM GIN.

MARSHALL AND ELVY'S

SATINETTE

(REGISTERED)

DOUBLY DISTILLED AND OF MATURED AGE.

TO BE OBTAINED FROM—

THE MUTUAL STORES,

DES VŒUX ROAD.

Hongkong, May 17, 1905. 972

CINEMATOGRAH SHOW

OF THE

RUSSO-JAPANESE WAR.

BATTLES OF SHA-HO, MOUKDEN, PORT ARTHUR,

AND MANY NAVAL BATTLES.

TWO SHOWS EACH EVENING.

7.30 to 9.00 p.m. and 9.15 to 11 p.m.

1st CLASS.....50 CENTS; 2nd CLASS.....30 CENTS; 3rd CLASS.....15 CENTS.

TENT OPPOSITE CENTRAL MARKET.

JAPANESE CINEMATOGRAH CO.

Hongkong, July 14, 1905. 1355

CLARK'S STUDIO,

4, ICE HOUSE STREET.

PORTRAITURE IN ALL STYLES.

AMATEUR WORK A SPECIALITY.

Hongkong, October 5, 1904. 1812

TAKE HOLLOWAY'S PILLS

For Indigestion, Heartburn,

Biliousness, Jaundice,

and all Complaints of the

Liver and Kidneys.

THEY ARE INVALUABLE

FOR THE USE OF FEMALES.

Manufactured only at 75, New Oxford Street, London. Sold by all Chemists and Medicine Vendors.

Auctions.

PUBLIC AUCTION.

THE Undersigned has received instructions to Sell by Public Auction,

on

THURSDAY,

the 20th July, 1905, commencing at 4 P.M., at his Sales Rooms,

DUDDLE STREET,

A VALUABLE COLLECTION OF

OLD AND RARE POSTAGE

STAMPS.

Comprising—

'POST PAID' MAUWITUS; 'ST. JOHN'S'

NEWFOUNDLAND; 'SYDNEY VIEWS' NEW

SOUTH WALES; 'MAYKING' BERBERG;
AUSTRALIAN COLONIES (old), &c., WEST
INDIAN COLONIES; FRANCE and COLONIES;
UNITED STATES, &c., &c., &c.

TERMS—As Customary.

On View from Tuesday, the 18th July,
1905. GEO. P. LAMBERT,
Auctioneer. 1884

SECOND EDITION.

HISTORY OF THE CHURCHES OF

INDIA, BURMA, Siam, THE MALAY

PENINSULA, CAMBODIA, ANNAM, THAILAND,

JORDAN AND JAPAN,
Narrative to the Society of the
'MISSION EVANGELISTES'.
Translated by EDWARD HARPER PARKER
and
Reprinted from 'THE CHINA REVIEW.'
Price One Dollar.
For Sale at 'THE CHINA MAIL' OFFICE,
5, Wyndham Street.

NIPPON LAUNDRY.

No. 52 and 53, PRAYA EAST.

ALL Work done in this Establishment

is promptly executed. Neatness a

Speciality. Ironing and Washing done by

experienced Japanese. PRICES MODERATE.
G. MONYÉ, Proprietor.
Hongkong, February 18, 1905. 308

EAST-PRAYA RECLAMATION

SCHEME.

AS PROPOSED TO THE HONGKONG

GOVERNMENT AND THE MARINE

LOT-HOLDERS BY SIR PAUL

CHATER.

The Full Details Printed in Pamph. Form.

NOW READY.

Copies may be had at 'THE CHINA MAIL' Office.

Price 50 CENTS each.

A RAMBLE THROUGH SOUTHERN

FORMOSA.

By G. TAYLOR, I. M. Customs

With Woodcuts

[Reprinted from 'THE CHINA REVIEW'.]

One of the Best Sketches of Formosa Life

yet written.
Price \$1.00.
'THE CHINA MAIL' Office, 5 Wyndham Street
Hongkong.

CHINESE SCHOOL BOOK

II.—Te in Tin Man.

Translated into English
by Dr. F. J. KITTE.
Price. 40 CENTS.
'THE CHINA MAIL' Office, 5 Wyndham Street.

Hotels.

KING EDWARD

HOTEL.

A HIGH-CLASS PRIVATE

HOTEL.

Ladies' Afternoon Tea Rooms,

Private Bar and Billiard Room.

Hot and Cold Water throughout.

Electrically Lighted.

Electric Fans (if required).

Electric Passenger Elevator to each Floor.

Radio D'Hots at Separate Tables.

For terms, &c., apply to the

MANAGER.

Hongkong, June 10, 1905. 123

VICTORIA HOTEL,

SHAMKIN, CANTON.

ON THE BRITISH CONCESSION.

MACAO HOTEL,

MACAO, CHINA.

In the Centre of Praya Grand.

BOTH Hotels under Experienced

European Management.

Every Comfort and Convenience for Res-

idents and Tourists.

Wm. FARMER, Proprietor.

Hongkong, June 6, 1905. 462

THE BEST BILLIARD TABLES

IN THE COLONY ARE AT

THE KOWLOON HOTEL,

KOWLOON.

A High-class Tourist's Hotel under Am-

erican Management. First-class Out-

sine, Beautiful Garden.

MODERATE CHARGES.

J. W. OSBORNE,

Proprietor and Manager.

Hongkong, November 22, 1904. 136

ZETLAND HOUSE.

SUPERIOR ACCOMMODATION.

(Opposite Connaught House).

No. 10, QUEEN'S ROAD CENTRAL.

MODERATE CHARGES.

Mrs. WATLING, Proprietress.

Hongkong, July 27, 1904. 1374

PRINTING.

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Artistic Printing

Done with Neatness and

Despatch

At Moderate Prices.

Programmes.

Company Reports.

Business Circulars.

Bills of Lading, etc.

Under European Supervision

5, WYNDHAM STREET,

HONGKONG.

His Britannic Majesty's Ships on the China Station.

Name.	Class.	Tons.	Guns.	H.P.	Captain.	Last reported at.
Albatross	despatch-vessel	1700	12	3000	Comdr. Richard M. Harbord	Weihaiwei
Albatross	despatch-vessel	1050	4	1400	Reserve	Hongkong
Andromeda	cruiser, 1st class	11,000	16	16,500	Capt. R. N. O'Donnell	Weihaiwei
Arcton	torpedo boat destroyer	550	6	7000	Lt.-Comdr. R. Henniker-Heaton	Weihaiwei
Arcton	cruiser, 2nd class	4300	10	9000	Captain L. G. Tufnell	Shanghai
Donavento	cruiser, 2nd class	4300	10	7000	Capt. H. H. Tordella	Weihaiwei
Bramble	gunboat, 1st class	710	6	1300	Reserve	Hongkong
Britomart	gunboat, 1st class	710	6	1300	Reserve	Hongkong
Cadmus	gunboat, 1st class	1070	6	1400	Reserve	Yankee
Cherub	water tank and tug	380	—	300	Comdr. Luard	Hongkong
Olo	torpedo boat destroyer	1070	6	1400	Comdr. H. D. Wilkin, D.S.O.	Yankee
Olo	cruiser, 1st class	690	6	7000	Lt.-Comdr. H. E. Sullivan, R.N.	Weihaiwei
Diadem	torpedo boat destroyer	11,000	16	16,500	Capt. H. W. Savory, R.N.	Weihaiwei
Erne	torpedo boat destroyer	550	6	7000	Lt.-Comdr. R. H. Bather	Weihaiwei
Etrich	torpedo boat destroyer	550	6	7000	Lt.-Comdr. J. E. Lewis	Weihaiwei
Eze	torpedo boat destroyer	550	6	7000	Lt.-Comdr. A. F. Everett	Weihaiwei
Fame	torpedo boat destroyer	390	—	6700	Lt.-Comdr. Stevenson	Hongkong
Glory	torpedo boat destroyer	12,350	16	13,500	Captain How. Walter G. Stopford	Weihaiwei
Hurdy	torpedo boat destroyer	275	6	4000	Lt.-Comdr. J. May	Weihaiwei
Hurdy	torpedo boat destroyer	275	6	4000	Lt.-Com. Richards	Hongkong
Hurdy	Special Torpedo-vessel	6400	—	2400	Capt. E. F. B. Charlton	Weihaiwei
Hurdy	cruiser, 1st class	12,000	14	21,000	Captain Shortland	Weihaiwei
Hurdy	cruiser, 2nd class	3600	8	9000	Captain W. B. Pauckner	Weihaiwei
Hurdy	torpedo boat destroyer	550	6	7000	Lt.-Comdr. C. Seymour	Weihaiwei
Hurdy	torpedo boat destroyer	280	6	3000	Lt.-Comdr. W. H. Darvall	Hongkong
Hurdy	river gunboat	616	4	1200	Lt.-Comdr. E. V. R. Dugmore	Yankee
Hurdy	river gunboat	130	2	800	Lt.-Comdr. F. B. Noble	West River
Hurdy	torpedo boat destroyer	350	6	6300	Lt.-Comdr. J. Kiddle	Weihaiwei
Hurdy	torpedo boat destroyer	1015	6	7000	Reserve	Hongkong
Hurdy	surveying-vessel	835	6	650	Comdr. C. E. Moore	Surveying
Hurdy	river gunboat	85	2	240	Lt.-Com. R. E. Vaughan	West River
Hurdy	river gunboat	85	2	240	Reserve	Hongkong
Hurdy	cruiser, 2nd class	3900	8	8000	Lt.-Com. H. T. Atty	West River
Hurdy	river gunboat	85	2	240	Capt. C. H. H. Moore	Singapore
Hurdy	cruiser, 1st class	12,000	14	21,000	Lt.-Comdr. Davidson	Yankee
Hurdy	torpedo boat destroyer	250	6	6500	Comdr. Wm. L. Grant	Hongkong
Hurdy	receiving ship	4800	6	—	Reserve	Hongkong
Hurdy	river gunboat	180	2	800	Comdr. E. E. Leetman	Yankee
Hurdy	torpedo boat destroyer	355	6	6300	Lt.-Comdr. A. Gregory	Weihaiwei
Hurdy	surveying ship	820	—	450	Comdr. R. W. Glennie	Surveying
Hurdy	torpedo boat destroyer	360	8	6200	Lt.-Com. C. E. L. Thomas	Weihaiwei
Hurdy	river gunboat	150	2	500	Lt.-Com. C. W. Wrightson	Upper Yangtze </td
Hurdy	river gunboat	150	2	500	Lt.-Com. Jno. F. Koca	Upper Yangtze </td

* Flag of Vice-Admiral Sir Gerard H. Noel, Commander-in-Chief.

* Ships marked thus should not be shown.

Foreign Men-of-war on the China and Japan Station.

Name	Flag and Description.	Tons.	Guns.	H.P.	Captain.	Station.
Aspern	Austro-Hungarian cruiser	2437	20	7300	Capt. Friedrich Grinow-Bergor	Singapore
Kaiserin Elisabeth	Austro-Hungarian cruiser	4000	29	8000	Captain Mird. Franz	Shanghai
Acheron	French armoured gunboat	1708	10	1700	Comdr. Laferrière	Salgon
Alouette	French gunboat	300	7	400	Lt.-Ad. A. Varney	Salgon
Argus	French gunboat	123	—	500	Lt.-Ad. Crespien	Hongkong
Aspie	French gunboat	475	3	450	Lt.-Ad. Jonnet	Salgon
Arvalanche	French gunboat	140	—	150	—	Salgon
Bengal	French gunboat	580	6	400	—	Salgon
Bugard	French gunboat	3740	29	6000	Capt. Ledro	Salgon

Ask for
TANSANA NATURAL MINERAL
WATER Bottled at the
Springs at Takaradzka,

The Clifford-Wilkinson

Tansan Mineral Water Co.,
Limited, Kobe, Japan.Per Case of 48 Pints \$8.50
Per Dozen Pints \$1.70
Per Case of 100 Spills \$8.00
Per Dozen Spills \$1.10**Crisp,
Delicious,
Invigorating.**Drink
this
World
Renowned
Nerve and
Muscle
Strengthening.THE Original and Genuine J. Clifford
Wilkinson's.A.C.T.S. gently, and pleasantly. Acts
beneficially.NOTHING else is so approved
Sports.

SIMPLY marvellous.

AND worth the weight in Gold.

NOTHING else is so approved.

TANSANCan be obtained at all 1st. Class
Hotels and Bars in the FAR
EAST.**Beware of fraudulent
IMITATIONS.**

The only genuine TANSAN

Bears the name of

J. CLIFFORD-WILKINSON.**H. PRICE & CO.,**12, QUEEN'S ROAD,
Sole Agents for Hongkong.

Hongkong, June 3, 1905.

15

POWELL'S**LADIES' SHOE****Department.****NOW SHOWING**

A FINE ASSORTMENT OF

WHITE CANVAS,**WHITE KID,****BLACK GLACE,****BROWN GLACE,****AND****WHITE AND TAN****TENNIS SHOES.****PRICES REASONABLE.****WILLIAM POWELL,****LIMITED,****ALEXANDRA****BUILDINGS.****VERY OLD LIQUEUR****SCOTCH****WHISKY.**

THIS

CELEBRATED

BLEND

OF

THE FINEST

WHISKIES

DISTILLED

IN SCOTLAND

IS CHARACTERISED BY ITS

FINE FLAVOUR**and****MELLOWNESS**

ATTAINED ONLY BY

GENUINE**QUALITY****and****GREAT AGE.**

Per Dozen \$16.50.

A. S. WATSON & CO.,**LIMITED.****WINE AND SPIRIT MERCHANTS.****ALEXANDRA BUILDINGS.****ESTABLISHED A.D. 1841.****CHAMPAGNES.**

MORT & CHANDON 'Dry Imperial'

Per Case 1 Dozen Bottles \$57.00

MORT & CHANDON 'Dry Imperial'

Per Case 2 Dozen Bottles 60.00

CHARLES LOUBET & Co., 'Extra'

Dry' Per Case 1 Dozen Bottles 42.00

CHARLES LOUBET & Co., 'Extra'

Dry' Per Case 2 Dozen Bottles 45.00

BRANDIES.

J. & F. MARTELL'S 'Per Case \$35.00

Do. 'V.S.O.P.' 28.00

Do. 'V.V.S.O.P.' 49.00

Do. 'V.V.S.O.P.' 90.00

RARE OLD VINTAGE 1855 47.00

SOLE AGENTS:**H. PRICE & CO.,**

12, Queen's Road Central.

158

THE HONGKONG FROZEN FOOD**SUPPLY.****THE****DAIRY FARM CO., LD.**

(INCORPORATED).

OYSTERS

We have received a shipment of

FROZEN AUSTRALIAN OYSTERS

IN BOTTLES.

PRICES:

Per Bottle of 24 doz. Oysters \$1.25

do of 5 do \$2.50

ORDERS.

To be filled at 3.30 p.m. should be sent in

before 8 A.M. the same day.

To be filled at 3.30 p.m. should be sent in

before Noon the same day.

To be filled at 3.30 p.m. should be sent in

before 3.30 p.m. the previous day.

CLOSE AT NOON ON SUNDAYS.

Hongkong, July 13, 1905.

1278

WATSON'S**VERY OLD LIQUEUR****SCOTCH****WHISKY.**

THIS

CELEBRATED

BLEND

OF

THE FINEST

WHISKIES

DISTILLED

IN SCOTLAND

IS CHARACTERISED BY ITS

FINE FLAVOUR**and****MELLOWNESS**

ATTAINED ONLY BY

GENUINE**QUALITY****and****GREAT AGE.**

Per Dozen \$16.50.

A. S. WATSON & CO.,**LIMITED.****WINE AND SPIRIT MERCHANTS.****ALEXANDRA BUILDINGS.****ESTABLISHED A.D. 1841.****MEMOS. FOR TO-MORROW.****Miscellaneous.**Goods per *Maroon* not cleared at 4

p.m. on this date subject to rent.

Goods per *Barataria* undelivered after

this date subject to rent.

Goods per *Turkey* undelivered after this

date at Noon, will be subject to rent

and landing charges.

General Memoranda.

Wednesday, July 19:—

Goods per *Courmand* not cleared at 4

p.m. on this date subject to rent.

Thursday, July 20:—

Auction of Postage Stamps, at

Mr Geo. P. Lammer's Sales Room.

Transfer Books of The Hongkong Land

Investment & Agency Co., Ltd., close

from this date to 27th inst. inclusive.

Transfer Books of The West Point Build-

ing Co., Ltd., closed from this date to

27th July inclusive.

The China Mail.

HONGKONG, MONDAY, JULY 17, 1905.

THE REGISTRATION OF**PARTNERS.**

When a person conversant with the laws

of Great Britain comes to Hongkong the

first thing that appeals to him is the

utter inapplicability of many of the

Ordinances to the requirements of the

Colony. It is an old adage that extreme

law is often extreme wrong (for *sum-*ma *extrema ratio*), but it would seem

that in Hongkong, at all events, we have

no extreme laws, whilst we have many

which certainly err on the side of

leniency. That is as fatal to good gov-

ernment as any extreme law that might

be devised, for the simple fact that it

deliberately defeats the ends of justice

and contributes to the infliction of wrong

upon those who are innocent of wrong-

doing. In this respect, particularly, our

Code of Civil Procedure must be regard-

ed as totally inadequate in sections to

deal with the varying phases of Chinese

life and customs that are in conflict

with European ways, and especially

does this occur in that section applying

to partnerships. Sir William Good-

man spoke frequently upon the necessity

of amendment in this connection, and

no sooner does Sir Francis Pigott

take his seat on the Bench than the

anomaly forces itself upon his notice so

strongly that he is prompted to remark

in Court upon the stringent need which

exists for an ordinance making compul-

sory the registration of partners. Time

and again the attention of the Govern-

ment has been directed to the wide field

for swindling and evasion left open to

the Chinese at present, but for some

inexplicable reason the Committee of the

Chamber of Commerce has persistently

raised difficulties in the way of all reform

recommendations, and the Government

has consequently declined to grapple

with the question. It is a curious com-

mentary upon the supineness of the

Chamber of Commerce Committee to

able to readily enforce, and would not

be defeated in securing his rights by

inability to prove the numerous names

under which a Chinaman lives and

trades. Custom gives the Chinaman

the right to a name at his birth, a second

at his entrance to school, a third for the

use of his friends, a fourth at his

marriage, a fifth should he take a degree

in examinations, and a sixth should he

obtain official rank; and when he adds

to this plethora many others for the

purposes of business it can easily be

imagined how difficult it is to do justice

to claimants. A litigant might secure

judgment against a partner hidden in

names and seize property utterly inade-

quate to satisfy his claims, yet that par-

tner may possess considerable wealth

in other firms which cannot be seized

simply because ownership cannot be

proved. Compulsory registration would

immediately prevent escape in that

direction, and seeing that similar

practices are being continually carried

out it is a matter of wonderment that

the Government does not step in to put

a stop to it. One objection which has

been raised in certain quarters to

registration of partners is that such

compulsion would keep capital away

from the Colony, the Chinese being

frightened off owing to legal disabilities.

The fallacy of that argument is obvious.

Men whose intentions are honourable

will not object to registration, and men

who desire to utilise their capital in a

safe manner will come to the market

where the investment is certain to be

profitable. There is hardly any reason

to suppose that European merchants

would be averse to registration, and

even if objection on their part was

such as to cause the Government to

hesitate about legislating in the

direction suggested, why should not

an act be passed referring solely to Chi-

nese firms? The aim of British Legis-

lation has always been to avoid mak-

ing different laws for different people,

but in an instance such as this where

experience has taught the wisdom of

discrimination surely there is justifica-

tion for a divergence from the beaten

track. Anyway there is a precedent.

It is not so long ago that Chinese were

compelled to carry a lantern when they

walked the city after dark. Why should

not partners be made to carry the light

of registration now? Should our legis-

lators have any doubts upon the subject

they should hold a commission and

examine the officials in the Department

of Justice. Perhaps then they would

have no compunction about passing an

Ordinance to put a stop to the rogues

that is met with on every hand.

In his "Comic School Tales," H. J.

Barker, who has established himself as

the classic author of stories about school

children, gets off the following excellent

examples of school wisdom:—

did God place all these beautiful flowers in

Eden? And one little girl replied:—

"Please ma'am, so that Eve could give

Adam a nice button-hole every mornin'."

"Any two ha'pennies of more use than

one penny?" asked a teacher. "Yes,

ma'am," replied a boy. "Indeed," said the

lady, disappointed at the answer, "why?"

"Because," explained the boy, "if I lost

my ha'penny I should still have another

left; while, if I lost my penny, I should

have nothing at all!"

To which we may add a Canadian infant's

definition of a friend: "A friend is a fellow

that knows all about you, but likes you."

A correspondent who is beginning to

take an interest in dogs, desires to know

the difference between a 'wink' and a

'chow' dog. Perhaps some expert will let

him know.

A party of German soldiers off the trans-

port "Silvia" were, on Saturday, doing

the sights of the higher levels. Passing

some Chinese coolies, who were resting by

the way, for want of something else to do,

the colonial mind turned to the question of

nationality, and for some time an argu-

ment ensued amongst themselves as to what

country the soldiers belonged. First one

coolie said: "No belong English"; then

another ventured his opinion, but it was

left to the third coolie to enlighten his

countrymen. His reply was something to

this effect: "I never, no belong Eng-

lish, belong Portuguese!"

LOCAL AND COAST NEWS.

It is announced in our business columns

that Mr W. J. Saunders from this date

resumes his post as Secretary to the Union

Insurance Society of Canton.

A member of the R. G. A. (name at

BY TELEGRAPH.

[JAPANESE OFFICIAL TELEGRAMS.]

THE WAR.

FIGHTING IN SAKHALIN.

Japanese Driving Russians Back.

Tokyo, July 15.

The Sakhalin Army reports that our army, pursuing the enemy, dislodged him from the neighbourhood of Vladimirovka and Blizhneye (two miles west of Vladimirovka) on the 10th inst., and occupied both places.

The enemy's main force retreated to a fortified position north-west of Dalneye where, with some field guns and machine guns, a stubborn resistance was offered.

Our army commenced a vigorous attack on the 11th inst., and routed the enemy towards Manka at dawn of the 12th inst. The enemy's losses are as yet unascertainable, but are, probably, at least 150.

SANITARY INSPECTOR AND TRAM CONDUCTOR.

Alleged Illegal Arrest.

At the Supreme Court this morning, in Summary Jurisdiction, Cheung Fook, of 4, Lee Yuen St., sued Dennis O'Keefe, Sanitary Inspector, for \$200 damages for alleged illegal arrest.

The Puisne Judge, Mr. A. G. Wise, was on the bench.

Mr. H. W. Looker (of Messrs Deacon, Looker and Deacon) appeared for the plaintiff and Mr. F. Paget Hett (of Messrs Brutton, Hett and Gilding) represented the defendant.

The case for the prosecution was that the defendant paid the conductor 40 cents and declined to pay the remaining thirty, declaring that he had done so and that he would get him (the plaintiff) six months imprisonment and six hours in the stocks for trying to steal the 30 cents. When the tramcar reached No. 2 Police Station defendant gave the plaintiff in charge, but the sergeant in charge refused to take the charge, advising the defendant to see the tramway manager. Subsequently the tramway manager, Mr. Course, was seen by defendant, who declared that he had given the plaintiff in charge and then brought him to Mr. Course. On the following day defendant saw Mr. Gray Scott to whom he made a similar statement.

The plaintiff's evidence bore out his case and he stated that he obeyed defendant because he had seen him in uniform.

The case for the defence, said Mr. Hett, was practically a denial of the story that was told by the plaintiff and his witnesses on all material points. He thought that when the Puisne Judge had heard the evidence he would be in a position to say, in fact, that there had been no imprisonment or restraint of the person of the plaintiff by the defendant. The defendant got on board a tram on June 18 together with a party of others. They had no intention to travel third class.

The Puisne Judge—I do not think that makes any difference; they travelled first class.

Mr. Hett continued—At Wing Lok Street the plaintiff asked for fares and defendant counted up his party. The fares amounted to 75 cents and this amount defendant handed over to the plaintiff. The plaintiff went out and got down into the road. Subsequently he returned and demanded 30 cents more from defendant, saying that he had only received 45 cents. The ticket inspector was called and the latter suggested that the defendant should go and see the manager of the company. The defendant got off the tram at No. 2 Police Station, but did not order the conductor to accompany him. The ticket inspector called the conductor and said that he had better go into the station as well, which he did. The sergeant in charge said he did not think they could charge the conductor, as it was a matter for the tramway company's manager.

Mr. Hett quoted the law on the subject and said that there was still the question of larceny. Either the conductor had stolen the 30 cents or else by accident he lost it and had attempted by misrepresentation to get another 30 cents.

Defendant and Mr. Leonard, second bailiff of the Court, gave evidence. Defendant denied going to the station to lay a charge against the plaintiff; he went for advice. He denied saying to Sergeant Blackman that he wanted to give the plaintiff in charge for larceny, and also that he wanted to get the man six months and six hours in the stocks. He also denied telling Mr. Scott that he had charged the plaintiff, and having taken a tramway conductor to the police station on February 6 on a similar charge.

In giving judgment the Puisne Judge said there was no evidence of larceny, nothing that a magistrate would listen to as evidence. There was no doubt that defendant got off the tram at the No. 2 Police Station for the purpose of charging the plaintiff, and after what had occurred in the tram it was very likely that the ticket inspector said to the conductor, "You had better go, too." The conductor followed the defendant into the station on account of the defendant's threats to charge him. The defendant charged the man and the charge was refused. It was perfectly clear there was false imprisonment. In cases like the present one where there was any dispute about the payment of a fare, any dispute about the passenger to take would be to say, "I have paid my fare. Here is my name and address. The tramway company could then sue for it. It was not the passenger to take the conductor to the station. In respect to damages the Puisne Judge said that not much damage had been sustained by the plaintiff, and he thought \$25 damages would be a fair award.

The principal scores made by members of the Volunteer Reserve Association in Saturday's competition were as follows:—

J. H. Pidgeon ... 61 + 4 = 65
L. G. Bird ... 57 + 4 = 61
W. Goodfellow ... 59 + 3 = 62
A. Mackenzie ... 59 + 3 = 62
P. L. Miller ... 41 + 18 = 59
J. B. Boyce ... 42 + 8 = 50
J. Whittall ... 49 + 3 = 52
W. G. Winterburn ... 41 + 8 = 49
O. Marriott ... 24 + 24 = 48
G. Ootter ... 22 + 24 = 46
G. H. Harston ... 30 + 6 = 36
Hon. E. M. Johnston ... 30 + 6 = 36

The Winner.

Don't Wait Until You Need It.

Do not wait until some of your family is taken with a violent attack of colic or diarrhoea. A bottle of Chamberlain's Colic, Cholera and Diarrhoea Remedy at hand when needed has saved many a life. It is for sale at all Dealers. For sale by All Dealers: WATKINS & Co., Ltd., General Agents.

CANTON NEWS.

Canton, July 15.

HELPER OF KWANGSI REBELS.

Lo, who was arrested under warrant issued by H. E. Shum, was charged with supplying ammunition to the Kwangsi rebels. The case was brought before the Chief Justice and remanded pending further investigations.

It is generally believed here that it is unlikely Lo will escape death.—Wan Tse Yat Po.

SPORTING.

Saturday's Racing.

A beautifully fine, though hot, afternoon favoured the third meeting of the Hongkong Gymkhana Club held at Happy Valley on Saturday afternoon. There was a fair attendance of patrons of the sport, and although at 4 o'clock the sun was still shining on the lawns so strongly as to make spectators seek the shelter of the stands as the afternoon wore it became more obscured by the surrounding hills and spectators were able to move about and view the races in more comfort. His Excellency Sir Matthew Nathan witnessed the whole of the races from the Jockey Club's stand and had in his party Sir Francis and Lady Piggott. The programme provided some good sport and although there were no large dividends the day was not an unfavorable one for backers.

Thanks to the completeness of arrangements made by Mr. C. G. Mackie (Hon. Secretary) the events were run off well to time, the last race starting punctually at 6.30. The band of the Royal West Kent Regiment was stationed in the grandstand and contributed materially to the afternoon's enjoyment by rendering an excellent programme of music.

The results were as follow:—

Ten & Au Rayon "Cur."—Three-quarter mile flat race. Handicap.
Messrs "Macdonalds" and Alderton (Bassett) (Alderton) 10st. 2lbs. 1
Mr. Darius Bonaventura (Gegg) 11st. 2
Mr. Sincocook's Mick (Simcock) 9st. 3

Time 1 min 36 secs. Dividend \$28.00.
Six ponies faced the starter and got away well together. The field remained bunched until the Black Rock was reached where a substantial advantage, Bonaventura was second but was unable to close up on Alderton's mount, and the result was an easy win by about six lengths. As the back of the course Mr. Crickshank, who was riding Black Cherry, was thrown but was uninjured. The pony however did not escape lightly as he brought home limping badly in the off hind leg.

Polo Pony Survey—One Furlong round post.
There were six starters, the seven being run off in two heats. These left Mr. Johnstone, mounted on Ben Wyvis, (the favourite) and Mr. Moore, on "Highland Laird," to contest the final. The former obtained a big advantage in turning sharply round the post and cantered home an easy winner.

Gymkhana Club Challenge Cup.—Distance one mile.
Hon. Mr. W. C. Dickson's "Os Canby" (Johnstone) 11st. 2lbs. 1
Mr. Macdonald's "Highland Laird" (Alderton) 10st. 8lbs. 2
Mr. E. Owen's Grafton (Gegg) 10st. 3

Time 2 min. 9 1/2 secs. Dividend \$7.00.
Johnstone on "Os Canby" fulfilled popular expectations by winning with comparative ease. The field consisted of four, and going round from the start Highland Laird made the running, Grafton closing up as the Black Rock. Grafton then went ahead and entered the straight first, but at that moment "Os Canby," who had been lying third, came to the front followed by Highland Laird, from whom the favourite won by about three lengths. On the part of 107 backers placed their faith on "Os Canby" 64 on Highland Laird and 19 on Grafton.

Ladies' Nomination.
This event only obtained three entries and was somewhat disappointing. Mr. Johnstone won for Miss Berkeley and Mr. Crickshank was second for Mrs. Gegg.

Hurdle Race Challenge Cup.—Value \$25.—Distance about one mile.
Mr. N. H. Rutherford's Nomination (Simcock) 10st 10lbs. 1
Mr. W. J. Gresson's Glenburn (Leslie) 10st 10lbs. 2
Mr. J. Johnstone's Bon Royal (Johnstone) 11st 11lbs. 3

Again the field was a small one, only three placed horses starting. Nomination easily covered the first half mile at a very easy pace and remained bunched at the Black Rock. Glenburn came level and the pair raced together. This was the order in the straight and after a hard-fought finish Nomination won by only about half a length.

Dividend \$28.70.
One Mile and a Quarter Flat Race Handicap.
Mr. Macdonald's Highlandman, (Alderton) 10st. 2lbs. 1
Mr. Darius Bonaventura (Johnstone) 11st. 2
Mr. J. H. Lewis' "Aladin" (May) 11st 4lbs. 3

Mr. Gedge's Subterfuge (Gedge) 10st 12lbs. 3
Time 2 min. 57 1/2 secs. Dividend \$24.70.
The ponies covered the first half mile at a very easy pace and remained bunched at the Black Rock. Bonaventura then took command followed by Aladin but entering the straight Highlandman shot in front and crossing the rails won without being called on to make his best effort.

Rifle Shooting.
The principal scores made by members of the Volunteer Reserve Association in Saturday's competition were as follows:—

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THE CANTON CHRISTIAN COLLEGE.

Foundation Stone Laid.

An interesting ceremony took place at Honglok, on Honam Island, Canton, on Thursday last, when the foundation stone of the Canton Christian College was laid by the Rev. T. W. Pearce.

The proceedings took place in the presence of a goodly company of Chinese gentlemen and ladies and members of the foreign community of Canton. The western end of the huge marsh was prettily decorated with many national flags, some of which were flying in the steady breeze.

President Wimer opened the ceremony. He said that it was now twenty years since the first efforts were made to found the present institution of higher learning in Canton. The College now had a reliable Board of Trustees, who held and administered for the College \$130,000 (gold), and a site of over thirty-five English acres of splendid property. Seventy-five students were enrolled in 1905 and the faculty consisted of six Americans and four Chinese with three additional Americans to arrive, this fall. He thought the school should succeed here if anywhere. It stood for higher education, he might say the highest.

Mr. Lay, American Consul General, then addressed the assembly. He said that modern education was what China needed to make her one of the greatest nations in the world. It had made the great commercial nations prosperous; it had made Japan in about fifty years a great military power, and it had brought success and happiness to the laboring man and the artisan in those countries. The Chinese were thrifty, honest and industrious, but the principle of the survival of the fittest was true in its application to the educated man or nation—in relation to the uneducated—than perhaps to any power and advantage that one could gain over the other. Modern education was not only the instruction and training of the intellect but it was the acquisition of knowledge for use in a special profession or trade. It aimed at fitting a man to hold his own and to assist his country in maintaining itself in the world of the present day. Under the modern system, education, besides teaching a young child morality and religion, gave him at first the ground work and prepared him afterwards for a special course which fitted him for the work he proposed to undertake in life. This method of education was not called modern because it was western and differed from the Chinese method. It was comparatively new in America—a country only a century old.

In speaking of the value of education along lines pursued by Western nations, consideration should be given to the value of a purely technical education to the youth of China. His own system of education may be considered purely academic or classical. Much of the success of America was due to the technical training which she has given her young men. Previous to 1870 most of the men who were or who had been prominent in developing her resources were, to a certain extent self-educated, as far as technical subjects were concerned. After 1870 schools, colleges and universities in which a thorough technical course could be taken became prominent. As far back as 1882 China decided to send a few of her young men to America to secure the advantages of these schools. Some four years later, a number of these young men were recalled before they had finished their technical studies. Apparently now that she is prepared to develop her enormous area of China without an effort. Such radical changes in a conservative country were difficult to bring about, but it could be done if only young men would persevere and show to their fellow countrymen, that they had gone through the full course at the Christian college, their superiority in the different branches of work, over those who had wasted their time with impracticable methods. For the past two years there has been a considerable movement in the matter of education on foreign lines in China, and it was increasing. It was important that foreign educational leaders should, at first, help in the foundation, building and framing of the policy and management of modern educational institutions in China, at least for the present and immediate future.

Much labor, money and time had been expended in founding educational institutions in America and Europe, and he wished China to benefit by their experience. The organizers of the Christian college, the corner stone of which was to be laid that day, were the friends of those in China who wished to be educated. They had come there to try to make China independent in education, that was to say, to teach her how to establish modern education as had been done in Japan.

Education constituted the backbone of a country, and upon it the industry and prosperity of a country very greatly depended. Thanks to the untiring exertions of the many distinguished men connected with this very expensive system of education established all over this vast country, and there was more to be done.

There was one important thing to be considered, and that was the education of the masses, that was to say, the uneducated and the ignorant. "I think," he concluded, "that we may congratulate ourselves on the fact that the Canton Christian College has been started and based upon a well organized system, a system following the great educational institutions of Europe and America."

Just as the education forms the backbone of a nation, so the education of the masses is the backbone of a nation. Just as the education of the masses is the backbone of a nation, so the education of the masses is the backbone of a nation.

A feature of the afternoon was the singing of Messrs. Hayes, Woods, Provencher and Kirkhope.

THE LATE MR. P. LAWSON.

Yesterday at the Union Church both the Services took their character from the lamented death of Mr. Lawson, who had been a regular attendant at the Church.

At the morning Service the Anthem was "What are these?" and the Organ Voluntary was "Blest are the Departed" from Spohr's "Last Judgment." The Hymns were also appropriate, concluding with "O Paradise." The Rev. C. H. Hickling cited as his text "Be ye also ready: for in an hour that ye think not the Son of Man cometh." (Matthew 24.44). The coming of the Son of Man constituted a series; but certainly one of them was at the death of the individual. In this coming there was usually an element of surprise—often markedly so. Following the surprise there was either shame or satisfaction. Amid the many imperfections that all possess, we could say with certainty that in the beyond, there awaited our brother a warm welcome by the God he had served, and in his own heart the satisfaction of the man who awakes in the likeness of his Lord. He was emphatically a good man—a man of faith and hope and love. Though differing from the majority in this church on some theological points, his worship here was reverent and earnest; his response was fervent. He cultivated his faculties and powers; he was diligent in business. He made friends by being friendly. His last words on earth concerned the arrangements for the pleasure of others. He was buoyant in spirit and had the gift of sprightly humor. The Son of Man came to him in an unexpected hour; but the servant of God was watchful and ready. We were apt to be rebellious at having a comrade, so true, so cheerful, so kind, so helpful, so devoted to his fellow men, who was so ready to think of his gain; for him was certain promotion. For ourselves and his loved ones in the Homeland we grieved; but even our time would be short and then with all the spirit's love and love, we should be over with the Lord. The time of our departure will then seem insignificant; may we shall see clearly how the righteous was taken away from the evil to come. Jesus himself was cut off in early manhood; but, in the beyond He continued the good-doing which He had begun here.

BY WEARY AND WAVE.

The Editor of the Daily Press has kindly forwarded a letter written by a correspondent with reference to a paragraph published in our issue of Friday, concerning the submerged rock in the vicinity of Stonecutter's Island, believing the letter to have been addressed to the wrong paper. The correspondent points out a few inaccuracies which were notified by the publication in our Saturday's issue of the Government notification on the subject.

The O.M. str. "Ya Shun" on the 8th inst. when between Breaker Point and Chapel Island, sighted some floating wreckage and several floating corpses. They were apparently the results of the typhoon reported South-East of Formosa on the 1st inst.

The O.N. str. "Sigan," from Swatow, reports that on July 4th 2.45 p.m. in Lat 23 50 N., 117.53 E. sighted several pieces of a wrecked junk and on going close to them observed a man hanging to one of them; we ran alongside and got him on board in an exhausted state and he reports being 12 hours in the water and belonging to a junk bound from Canton to Amoy when they encountered a typhoon and capsized, the junk very soon breaking up. Out of 16 of a crew he appears to be the only one saved. He was landed at Swatow when he got a passage back to Amoy.

The British steamer "Volga" chartered by the P. & O. Company was, says the Japan Chronicle, found to be on fire on July 6 in Kobe harbor. How the fire originated it is impossible to say, but it may be surmised that it was due to spontaneous combustion. There were some 3,000 bales of cotton, together with a quantity of iron work, in the holds, all of which was consigned to Kobe, and the greater part of the former is damaged by fire and water. Fortunately the vessel itself, which is only some eighteen months old, sustained very little damage. It was decided to avoid further danger by filling up the lower hold with water. At no time during the fire was the other shipping in harbor threatened, the "Volga" lying far out. The crew of the Austrian cruiser "Kaiserin Elizabeth" rendered great assistance in putting out the flames.

Launch and Sampan.

An inquiry was held by Mr. Basil Taylor, at the Harbour Master's Office, this morning, into a charge of negligent navigation in the case of the "Nancy," which had been lying to the east of the Wharf backed out at full speed. The launch came out so quickly that she could not have been brought up within two or three lengths and passed so close to the sampan that the two vessels touched. The coxswain took no steps to avoid a collision and after witness had landed on Breaker Pier the "Nancy" came up again at full speed crashing in between the sampan and the pier, again colliding with the latter. Witness then called P. O. Jones, who was on the "Nancy," and he found that the man in charge of the launch had no certificate. The man before the Court was not on board at the time. Defendant said he was away at his owner's office at the time and one of the crew took charge of the launch during his absence. Mr. Taylor considered that Mr. Kam Wing was guilty of negligence in leaving his launch in charge of an unlicensed man and ordered his certificate to be suspended for one month.

THE FREIGHT MARKET.

Messrs Lamko and Rogge report under date of Saturday, July 15.—

There is no improvement in coast freights to report. Disengaged steamers find it very difficult, if not impossible, to secure anything like paying employment, and low freights have been taken just to keep the boats moving. It is to be hoped, that the period of depression, which the market is passing through, will not be so prolonged and of such a severe nature, as apprehended in some circles. It must be admitted, however, that, on the whole, the situation, as far as the early future is concerned, does not look very healthy.

The absence of demand from the Southern ports continues to be very unpleasantly in evidence, and again not a solitary charter is reported from Saigon to Hongkong, Philippines ports, Java or Japan. To this, a couple of Chinese owned boats plying regularly in the trade, have with difficulty managed to pick up on the berth small parcels, thus securing a total cargo of about 10,000 to 15,000 piculs each at 8 to 8 cents per picul! The latter figure may be taken as representative of the market.

Banking advice indicates cargo to be a more plentiful lately, but liners appear to be able to comfortably handle all the cargo available for shipment. The rate to this stands at about 25/25 cents.

To load at Iloilo for Yokohama a steamer has been taken up on 8 bis of 28 cents per picul.

From Tsurun to Canton a charter is on record at \$1.80 per ton.

Yangtze rates have continued on the downward move, and there is little, if any, inquiry for tonnage. Latest quotations are: Wuhu to Swatow 17 candareens, Wuhu to Canton about same.

Whilst several steamers have succeeded in securing full cargoes upwards from here at as low as 30 cents, outward business from Newchwang to the South has once more been in an absolutely lethargic state. As for Japan coal freights, there have been fixtures Moji/Hongkong at \$1.40, Kobe/Singapore at \$1.35 and Moji/Saigon at \$3.00 per ton.

On monthly terms, three fresh settlements are on record.

Sail Freight.—Nothing fresh to report under this head.

Sail-shipment loading or to Load.—For Baltimore and New York. British bark "Lawhill," arrived 3rd June.

WEATHER REPORT.

The following notice is issued by Mr. Figg of the Hongkong Observatory:—

On the 14th at 12.10p. The barometer continues to fall slowly on the China coast and in Luzon.

The area of low pressure is, apparently, still lying over the Pacific to the E. of Luzon.

Gradients remain slight and light to moderate variable winds will probably prevail in the Formosa Channel and moderate N.E. winds over the N. part of the China Sea.

Forecast:—Light variable winds; fair.

The Italian Government has refused the Garibaldi family permission to cremate the remains of General Garibaldi and inter the ashes on the mainland, but has promised that his house and grounds at Caprara shall be declared national property.

During 25 years of married life, a couple who arrived recently at Naples from Zan-zibar have had 33 children, 27 of whom are still alive. During the voyage the family occupied eight cabins with three berths in each.

Be Firm.
When you ask for a bottle of Chamberlain's Colic, Cholera and Diarrhoea Remedy, do not allow the dealer to sell you a substitute. Be firm in your conviction that there is nothing so good as Chamberlain's Remedy for the most serious and dangerous cases of colic, cholera and diarrhoea, and has never been known to fail. For sale by All Dealers: WATKINS & Co., Ltd., General Agents.

THE UNDERSIGNED takes Charge of THIS DATE.
By Order of the Board,
W. J. SAUNDERS,
Secretary.

Hongkong, July 17, 1905. 1387

NOTICE.
THE UNDERSIGNED takes Charge of THIS DATE.
By Order of the Board,
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Secretary.

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POSTPONEMENT.
DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY & FOCHOW.
THE Company's Chartered Steamship EMMA LUYKEN.

Captain MARTENS, will be despatched for the above Ports on TUESDAY, the 18th inst., at 11 a.m.

For Freight or Passage, apply to DOUGLAS LARPAIK & Co., General Managers.

Hongkong, July 17, 1905. 1371

NOTICE TO CONSIGNEES.
STEAMSHIP SHAWMUT.

FROM TACOMA, VICTORIA, YOKO-HAMA, KOBE, MOJI, SHANGHAI AND MANILA.

THE above Steamship having arrived Consignees of Cargo are hereby requested to countersignature and to take immediate delivery of their Goods from alongside.

Vessel will be loaded and stored as Consignees' risk and expense. No Fire Insurance will be effected by us in any case whatever.

DODWELL & Co., Ltd., Agents.

Hongkong, July 16, 1905. 1386

To-day's Advertisements

THIS SPACE HAS BEEN

RESERVED

BY

KING BROTHERS,

3, New London Street,

LONDON, E.C.

Hongkong, January 4, 1904. 20-1

NOTICE.

LANE, CRAWFORD & CO. beg to inform the Public of Hongkong that they are the SOLE AGENTS in Hongkong of the following PIANO MANUFACTURERS: BRINSHEAD, COLLARD & CO., COLLARD, BROADWOOD, ALLISON, CHALLEN and DORNER.

And that GUARANTEED NEW INSTRUMENTS of any of the above makes CAN BE HAD FROM THEM ONLY.

LANE, CRAWFORD & CO.,

Hongkong, May 13, 1905. 1276

NOTICE.

DR NEWELL WILSON, DENTIST, has REMOVED his Office from Watkin's Buildings to No. 2, PEDDER'S STREET, opposite the Hongkong Hotel. Telephone No. 540.

Hongkong, June 20, 1905. 1187

WANTED.

EVENING LESSONS in FRENCH and GERMAN, Two Pupils. Terms to "M. F. C." Care of "CHINA MAIL" Office.

Hongkong, July 17, 1905. 1370

THE EVENT OF THE SEASON

GRAND OPENING NIGHT

TUESDAY, JULY 18.

SANDOW,

THE PERFECT MAN.

AND EXPONENT OF PHYSICAL CULTURE, AND HIS GYMNASTIC ROMAN ARCADE.

SUPPORTED BY HIS PUPILS OF ALL NATIONS.

MR SANDOW has with his Company one pupil developed by his system of every prominent nation, who takes part in the performance in all kinds of feats of strength and athletic sport.

THE LARGEST COMPANY TOURING THE EAST. MR BERT FLATT, America's Musical Conductor.

MR JOHN DORASAMI, the Indian Violin Phenomenon.

MR AUGUST DEWAL, Trapeze Equilibrist, and SANDOW'S 25 PUPILS EXERT WRESTLERS AND GYMNASTS.

PLAN at the ROBINSON COMPANY.

PRICES:—\$3, \$2 and \$1.

Doors Open, 8 p.m.; Overture, 9.15.

Late Trains to the Peak and late Launches to Kowloon, a quarter-of-an hour after every performance.

Hongkong, July 17, 1905. 1389

THE CHINA MAIL.

Shipping.

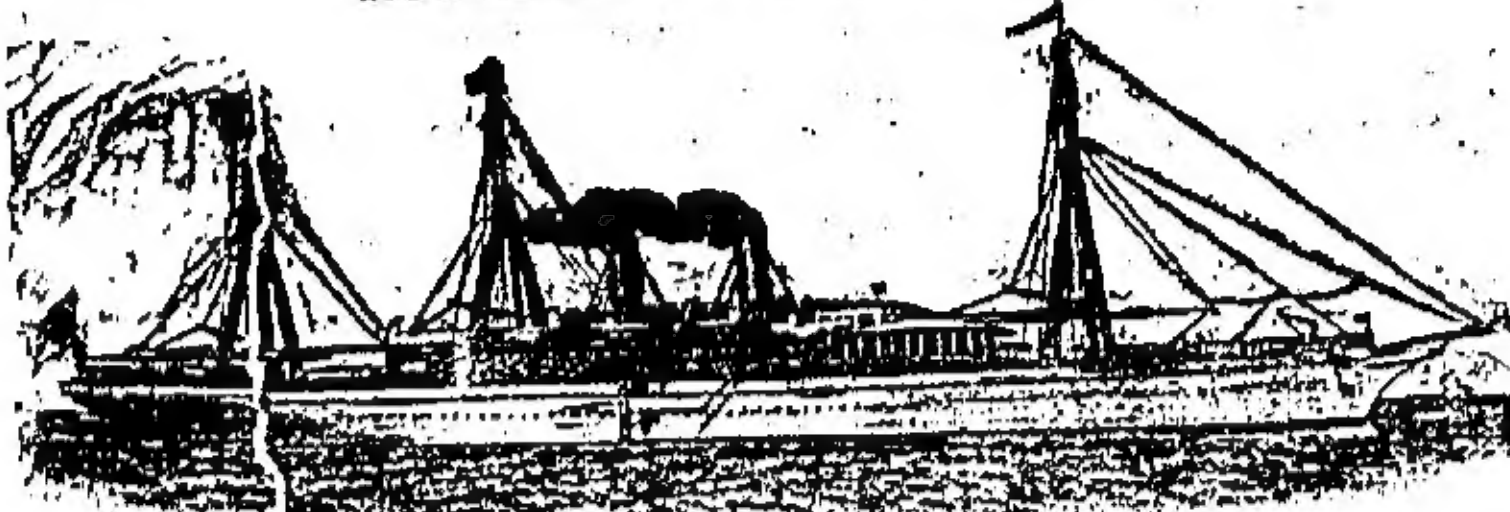
PENINSULAR & ORIENTAL STEAMSHIP NAVIGATION COMPANY

WILL dispatch VESSELS to the Undermentioned PORTS on the DATE

FOR	STEAMERS	TO SAIL ON	REMARKS
LONDON & ANTWERP, Via S. BACHAM	Java	About 20th July	Freight and Passage.
YOKOHAMA, Via S. BACHAM	Java	About 21st July	Freight and Passage.
YOKOHAMA, Via S. BACHAM	Java	About 27th July	Freight and Passage.
SHANGHAI, Via S. BACHAM	Java	Noon, 29th July	See Special Advertisement
LONDON, &c.	H. W. KENNEDY, R.N.R.	July	

For further Particulars, apply to L. S. LEWIS Acting Superintendent.
P. & O. S. N. Co.'s Office, Hongkong, July 16, 1905.

CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE.



THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

Callings at SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, E.C. Saving 3 to 7 days across the Pacific.

R.M.S. Proposed Sailing from Hongkong: R. ARCHIBALD, R.N.R. 6000 Tons Wednesday, Aug. 2.

EMPEROR OF CHINA, R.N.R. 3882 Tons Wednesday, Aug. 9.

ATHENIAN, R.N.R. 6000 Tons Wednesday, Aug. 23.

EMPEROR OF INDIA, R.N.R. 4428 Tons Wednesday, Sept. 13.

TARTAR, R.N.R. 6000 Tons Wednesday, Sept. 20.

EMPEROR OF JAPAN, R.N.R. 6000 Tons Wednesday, Sept. 20.

Hongkong to London, 1st Class, via St. Lawrence 280, via New York 282.

Intermediate on Steamers, £40, " " £42.

and 1st Class Rail, " " £40, " " £42.

THE magnificent EMPEROR STEAMSHIPS passing through the famous IN-

LAND SEA OF JAPAN, usually make the voyage YOKOHAMA TO VAN-

COUVER (B.C.) in 12 DAYS, and make connection with the PACIFIC OVER-

LAND TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT

CHANGE.

R.M.S. TARTAR AND ATHENIAN carry INTERMEDIATE Passengers only

at intermediate rates, affording superior accommodation for that class.

Passengers booked through to all principal points and AROUND THE WORLD.

SPECIAL RATES (first class only) granted to Missionaries, Members of the Naval,

Military, Diplomatic and Civil Services, and to European Officials in the Service of

China and Japan Governments.

For further information, Maps, Guides, Rates of Freight and Passage,

apply to D. E. BROWN, General Agent, Pedder Street.

Hongkong, July 12, 1905.

PORTLAND AND ASIATIC STEAMSHIP COMPANY.

SAILINGS FROM HONGKONG, via INLAND SEA OF JAPAN, PORTLAND, OREGON, MOBI, KOBE & YOKOHAMA; FOR

OPERATING IN CONNECTION WITH THE OREGON RAILROAD & NAVIGATION CO.

STEAMSHIP, Tons, Captain, To Sail at DAYLIGHT ON

NUMANTIA, 4370, FELDMANN, July 22, 1905.

ARABIA, 4488, METZGER, Aug. 12, 1905.

ARAGONIA, 4198, SCHULZ, Sept. 1, 1905.

NICOMEDIA, 4370, WAGNAN, Sept. 26, 1905.

Through Bills of Lading issued to Pacific Coast Points and all Eastern, Canadian

and United States Ports. For through rates of Freight and further information,

communicate with or apply to

PORTLAND & ASIATIC STEAMSHIP COMPANY.

Hongkong, July 13, 1905.

OSAKA SHOSEN KAISHA.

REGULAR STEAMSHIP SERVICE

BETWEEN HONGKONG, SOUTH CHINA

COAST PORTS AND FORMOSA.

PROPOSED SAILINGS FROM HONGKONG—

SUBJECT TO ALTERATION.

For

FOOCHOW, Via SWATOW

AND AMOY,

TAMUI, Via SWATOW

AND AMOY,

ANPING, Via SWATOW AND

AMOY.

* SHANGHAI, Via SWATOW,

AMOY AND FOOCHOW.

ON account of the present state of political affairs, all the Company's New Steamers

have been requisitioned for Transport Service, and the above-named chartered

Steamers have been secured instead for maintenance of the Company's Coastal Services.

As soon as the state of Affairs permit the Company will resume running with its special

designed new Steamers.

* Taking Cargo on through Bills of Lading to all Yangtze & Northern China Ports.

For Freight, Passage and further information, apply at the Co.'s local Branch

Office, at No. 8, Des Voeux Road Central.

T. ARIMA, Manager.

Hongkong, July 17, 1905.

NORTHERN PACIFIC LINE.

BOSTON STEAMSHIP CO. BOSTON TOWBOAT CO.

CONNECTING AT TACOMA WITH

NORTHERN PACIFIC RAILWAY CO.

PROPOSED SAILINGS FROM HONGKONG FOR

VICTORIA B.C. AND TACOMA

VIA

MOJI, KOBE AND YOKOHAMA.

Steamers, Tons, Captains, To Sail.

SHAWMUT, 9606, R. V. Roberts, About July 20.

TREMONT, 9606, T. W. Garlick, About Aug. 8.

Cargo only.

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND

CUISINE. ELECTRIC LIGHT, DOCTOR AND STEWARDESSES.

The Twin-screw s.s. Shawmut and Tremont are fitted with very superior

accommodation for First and Second Class Passengers. The large size of these vessels

ensures steadiness at sea. Electric fan in each room. Barber's shop and steam bath.

dry. Cargo carried in cold storage.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA.

For further information, Apply to

Dodwell & Co., Limited,

GENERAL AGENTS.

QUEEN'S BUILDINGS,

Hongkong, June 26, 1905.

Shipping.

OCEAN STEAM SHIP COMPANY, LIMITED, AND CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED. JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT. MONTHLY SAILINGS FOR LIVERPOOL.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN, NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA, AND SUMATRA PORTS.

EUROPEAN SERVICE.

OUTWARDS

FROM	STEAMERS	TO SAIL
GLASGOW AND LIVERPOOL	PAKING	18th July.
GLASGOW AND LIVERPOOL	ACHILLES	28th July.
GLASGOW AND LIVERPOOL	ANTHONY	3rd August.
GLASGOW AND LIVERPOOL	MACHAON	4th August.
GLASGOW AND LIVERPOOL	ORESTES	5th August.
GLASGOW AND LIVERPOOL	ULYESSES	8th August.
GLASGOW AND LIVERPOOL	OOPACK	8th August.

HOMEWARDS

FROM	STEAMERS	TO SAIL
LONDON, AMSTERDAM & ANTWERP	HYSON	18th July.
* GENOA, MARSEILLES & LIVERPOOL	TELEMACHUS	24th July.
LONDON, AMSTERDAM & ANTWERP	AXAX	1st August.
LONDON, AMSTERDAM & ANTWERP	IDOMENEUS	15th August.
* GENOA, MARSEILLES & LIVERPOOL	STENTOR	20th August.
LONDON, AMSTERDAM & ANTWERP	PAKING	28th August.

* Taking Cargo for Liverpool at London Rates.

TRANS-PACIFIC SERVICE.

OPERATING IN CONJUNCTION WITH THE NORTHERN PACIFIC RAILWAY CO.

AND TAKING CARGO ON THROUGH BILLS OF LADING TO ALL OVERLAND COMMON POINTS IN THE UNITED STATES OF AMERICA AND CANADA.

EASTWARD.

FOR

VICTORIA, SEATTLE, TACOMA, AND

all PACIFIC COAST PORTS, via MACHAON

(NAGASAKI, KOBE & YOKOHAMA)

From

TACOMA, SEATTLE, VICTORIA

AND PACIFIC COAST

For Freight, apply to

BUTTERFIELD & SWIRE, Agents.

Hongkong, July 14, 1905.

CHINA NAVIGATION CO., LD.

FOR

SHANGHAI

MANILA

SWATOW, WEIHAIWEI, CHEFOO

AND TIENTSIN

MANILA, ZAMBOANGA, PT. DARWIN,

THURSDAY ISLAND, COOKTOWN,

CAIRNS, TOWNSVILLE, BRISBANE,

SYDNEY & MELBOURNE

* The attention of Passengers is directed to the Superior Accommodation offered

by these Steamers, which are fitted throughout with Electric Light. Unrivalled Table.

A duly qualified Surgeon is carried.

* Taking Cargo on through bills of lading to all Yangtze & Northern China Ports.

* Taking Cargo and Passengers at through rates for all New Zealand and other

Australian Ports.

N.B.—REDUCED SALOON FARES, Single and Return, To Manila and

Australian Ports.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,

AGENTS.

Hongkong, July 17, 1905.

HONGKONG—MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila.—Saloon, amidships.—Electric Light—Perfect Cuisine—Surgeon and Stewardess carried.—All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

Steamship, Tons, Captain, For, Sailing Dates.

ZAFIRO, 2540, R. Rodger, Manila, July 22, at Noon.

RUBI, 2540, A. H. Nozley, Manila, July 29, at Noon.

For Freight or Passage, apply to

Shewan, Tomes & Co.,

General Managers.

Hongkong, July 17, 1905.

HONGKONG—NEW YORK.

AMERICAN ASIATIC STEAMSHIP COMPANY.

FOR NEW YORK, via PORTS AND SUEZ CANAL.

(With liberty to call at the Malabar Coast.)

TO SAIL

S.S. INDEWADI, About 31st July.

S.S. SINRA BLANCA, About 29th September.

For Freight and further information, apply to

SHEWAN, TOMES & CO.,

General Agents.

Hongkong, July 17, 1905.

FOR NEW YORK, via PORTS AND SUEZ CANAL.

(With liberty to call at the Malabar Coast.)

THE Steamship

KENNEBEC

will be despatched on or about TUESDAY,

the 25th July.

For Freight, etc., Apply to

STANDARD OIL COMPANY

OF NEW YORK,

Oriental Freight Department,

4 Des Voeux Road Central.

Agents.

Hongkong, July 6, 1905.

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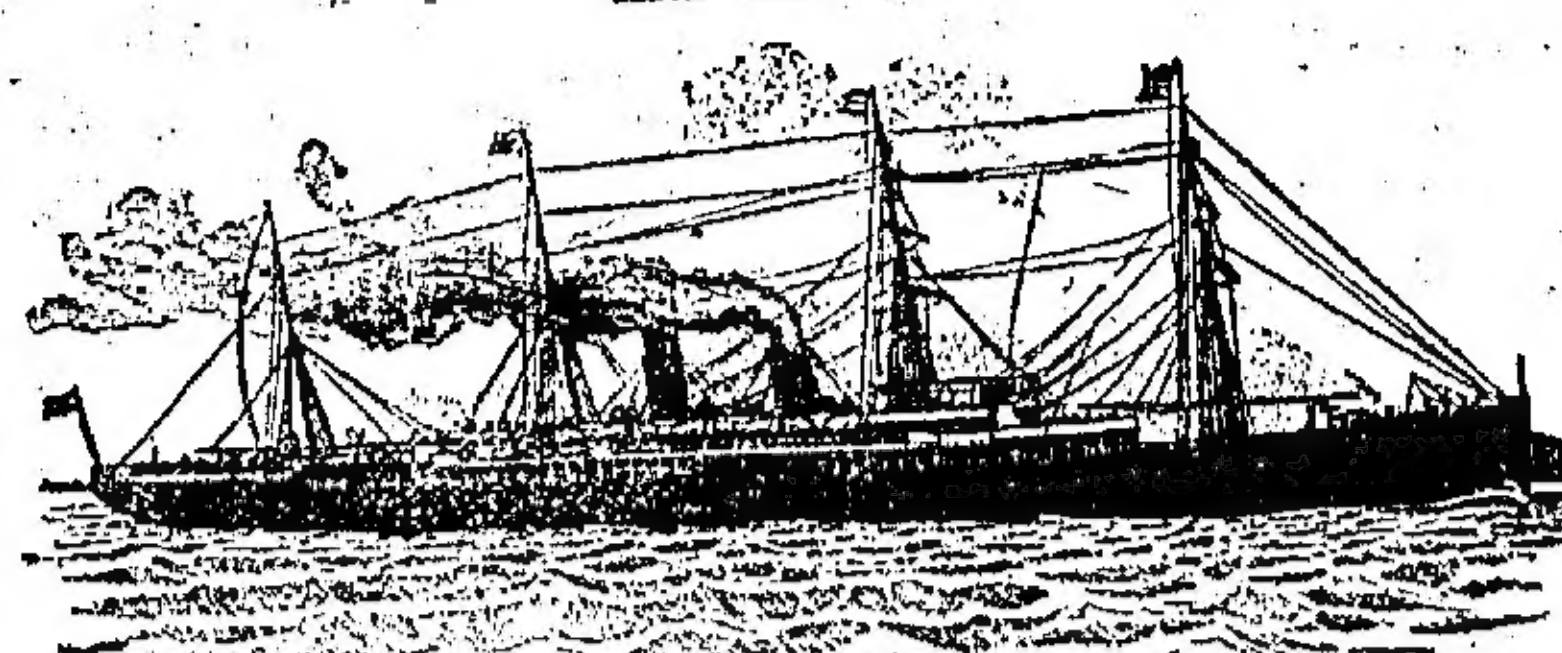
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Shipping.

PACIFIC MAIL S.S. CO., OCCIDENTAL AND ORIENTAL S.S. CO., TOYIO KISEN KAISHA.

U.S. MAIL LINES.

VIA HONOLULU. TAKING PASSENGERS AND CARGO TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE.



Only line taking the warm SOUTHERN ROUTE across the PACIFIC, via HONOLULU on OAHU, on the most fertile and beautiful island of the PACIFIC.

PROPOSED SAILINGS FROM HONGKONG.

STEAMERS	TO SAIL
MONGOLIA, 13,639 Gross Tons.	TUESDAY, 18th July, at Noon.
CHINA, 5,060	FRIDAY, 28th July, at Noon.
DORIC, 4,784	FRIDAY, 11th Aug., at Noon.
MANCHURIA, 13,639	FRIDAY, 18th Aug., at Noon.
KOREA, 11,276	FRIDAY, 1st Sept., at Noon.
COPTIC, 4,352	TUESDAY, 12th Sept., at Noon.
SIBERIA, 11,384	TUESDAY, 28th Sept., at Noon.

Record Trip Yokohama to San Francisco made by s.s. KOREA, 11,276 tons, Oct. 18th-23rd, 1902; 10 days, 16 hours.

THE P. M. Steamship MONGOLIA will be despatched for SAN FRANCISCO via

AMOY, SHANGHAI, NAGASAKI, KOBE, (INLAND SEA) YOKOHAMA,

and HONOLULU on TUESDAY, the 18th July, at Noon, taking Freight for

the United States, and Europe. Passengers are allowed to break their journey at any

point en route.

SPECIAL RATES (first class only) granted to Missionaries, Members of the Naval,

Military, Diplomatic and Civil Services, and to European Officials in the Service of

China and Japan Governments.

Through Bills of Lading issued for transportation to Yokohama and other Japan

Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Over-

land Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and

South America, by the Companies' and connecting Steamers.

For further information as to Passage and Freight, apply to the Agency of the

Companies, QUEEN'S BUILDINGS.

QUEEN'S BUILDINGS.

Hongkong, July 6, 1905.

S. SILVERSTONE, Agent.

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INDO-CHINA STEAM NAVIGATION CO., LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

FOR

TIENTSIN, WOSANG, TUESDAY, July 18, at 3 p.m.

SINGAPORE, PENANG, LAISANG, TUESDAY, July 18, at Noon.

AND CALCUTTA

+ SHANGHAI, Via NINGPO, TUNGSHING, FRIDAY, July 21, at 3 p.m.

+ SHANGHAI, Via NINGPO, TUNGSHING, FRIDAY, July 21, at 4 p.m.

* MANILA, YUENSANG, FRIDAY, July 21, at 4 p.m.

SINGAPORE, SOURA, CHUNSAUNG, FRIDAY, July 21, at 3 p.m.

BAYA & SAMARANG

* These Steamers have superior Accommodation for First-class Passengers, and

are fitted throughout with Electric Light.

+ Taking Cargo on Through Bills of Lading to Chefoo, Tientsin, Newchwang

and Yangtze Ports.

For Freight or Passage, apply to

JARDINE, MATHESON & CO.,

General Managers.

755

SOUTH AFRICAN LINE OF STEAMERS.

HONGKONG DIRECT (or via CHEFOO or CHIN-WAN-TAO) to

DURBAN, NATAL.

THE following Chartered Steamers will run at intervals of about 3 Weeks:—

S.S. SWANLEY, Captain J. P

